#### WILMINGTON, COLUMBIA AND AU GUSTA BAILROAD. Going Sou h Leave Wilmington... Arrive at Florence... Going North Leave Columbia... Leave Florence... 9 30 p m 1 50 a m 11 10 р п 2 20 а в ..6 40 a m No 43 No 47 10 00 p m 1 52 a m 4 50 p m Arrive at Wilmington 740 pm 610 a m Train No. 43 stops at all stations; Nos. 48 and 47 stop only at Brinkley's, Whiteville, Flemington, Fair Bluff, Marion, Florence, Timmorsville, Sunter, camden junction and Eastover. Passengers for columbia and all points on C & G R R, C, C & A R R, Aiken Junction and all points on the G R R, C, C & A R R, Aiken Junction and all points beyond, should take No. 48, night express. Separate Pullman sleepers for charleston and Augusta on trains 48 and 47. All trains run solid between charleston and Wilmington. SPARTANBURG AND ASHEVILLE RAILROAD On and after May 12, 1884, passenger trains will be run daily, except Sunday, between Spartanburg and Hendersonville as follows: UP TRAIN

Leave R. & D. Depot at Spartanburg 6 00 p m Leave Spartanburg, A. L. depot 6 10 p m Leave Saluda 8 50 p m Leave Flat Rock Leave Hendersonville eave Flat Rock .... Leave Saluda 900 a m
Leave Saluda 900 a m
Leave Air Line Junction 11 25 a m
Arrive R. & D Depot Spartanburg 11 30 a m
Trains on this road run by Air-Line time.

Both trains make connections for Columbia and Charleston via Spartanburg, Union and Columbia; Atlanta and Charlotte by Air Line, JAMES ANDERSON, Superintendent. CONDENSED TIME CAR:

# Magnolia Passenger Ronte.

In effect September 14, 188	4.
GOING SOUTH.	
Leavo Greenwood *5 30 am Arrive Augusta	†4 00 pm 8 50 pm
Leave Augusta 10 30 am Arrive Atlanta 5 45 pm	0 00 pm 6 40 am
Leave Augusta       11 40 am         Arrive Beaufort       5 50 pm         " Port Royal       6 05 pm         " Chaloston       6 50 pm         " Savannah       6 42 pm         " Jacksonville       9 00 am	
GOING NORTH.	
Leave Jacksonville	
Leave Atlanta	18 50 pm 6 10 am
Leave Augusta 4 00 pm Arrive Greenwood 0 00 pm	5 40 am
Tickets on sale at Greenwood to at through rates—baggage checked nation.	all points

wily. †Daily, except Sunday.
W. F. Shellman, Traffic Manager.
J. N. Bass, Superintendent. A TLANTIC COAST LINE,

PASSENGER DEPARMMENT, Wilmington, N. C., July 10th, 1884 NEW LINE between Charleston and Columbia and Upper South Carolina.

WEST											INC
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COLUMBIA A ND GREENVILLE RAILROAD. On and after October 5, 1884, PASKENGER

Columbia C. & G. D. .... Arrive Alston Newberry. Ninety-Six Greenwood at Greenvill No. 52. DOWN PASSENGER. 9 50 a m Hodges. Ninety-Six... Newberry.... Columbia C. & G. D. Arrive Columbia S.C. June'n. 530 pm spartanburg, union & columbia Rail Road. NO. 53. UP PASSENGER. Leave Alston.... . 12 52 p m Union 8 55 pm Spartanburg, S.U.&C.depot 5 59 pm RO. 52. DOWN PASSENGER.
Let ve Spari'g R. & D. Bepot ... 10 35 a m

Spari'g S. U. & C. Depot ... 10 50 a m

Union ... 12 50 p m Arrive at Alston

LAURENS RAILROAD.
Leave Newborry
Arrive at Laurens C. II. 8 80 pm Leave Laurens C. H Arrive at Nowberry

ABBEVILLE BRANCH.

Leave Hodges.

Arrive at Alibeville. .11 10 p n Leave Abbeville 11 00 a n BLUE RIDGE RAILROAD AND ANDERSO Arrive Anderson " Pendleton ... Seneca c ... Arrive at Walhalla. Loave Walhalla .... Pendleton Anderson

Arrivo at Belton CONNECTIONS. A. With South Carolina railroad to and from Charleston; with Wilmington, Columbia and Augusta railroad from Wilmington and all points north thereof; with Charlotte, Columpoints north thereof; with Charlotte, Columbia and Augusta railroad from Charlotte and all points north thereof. B. With Asheville and Sparianburg railroad from and for points in Western N. Carolina. C. With Atlanta and Charlotte div Richmond and Danville railway for Atlanta and all points south and west.

Standard Eastern Time.

G. R. TALCOTT, Superintendent.
M. SLAUGHTER, Gen'l Passenger Agt.
D. CARDWELL, ASS't Gen'l Pass. Agt.

Lawyers go to the MESSENGER office for Letter Heads and Cards.

SOUTH CAROLINA
RAILWAY COMPANY.
Commencing Sunday. Sept. 7th, 1884, at
2 35 a m, Passenger Trains will run as follows
until further notice, "Eastern time;"

Columbia Division-Daily. Leave Columbia... Due at Charleston .. 7 48 a m 5 27 p m .. 12 20 p m 9 38 p m .. 7 00 a m 4 30 p m .. 11 00 p m 9 22 a m Leave Charleston Due at columbia Camden Division-Daily except Sundays. Leave Columbia . . . 5 27 p m 8 25 p m 4 00 p m 9 22 p m 7 48 a m Leave Camden .5 27 p m Due Augusta... Leave Augusta Due Columbia... ... 9 22 p m

Connections Made at Columbia with Columbia and Green-ville railroad by train arriving at 11 00 a. m. and departing at 5 27 p. m.; at Columbia Junction with Charlotte, Columbia and Augusta railroad by same train to and from all points on both roads.

At Charleston with steamers for New York

At Charleston with steamers for New York on Saturday; and on Tuesday and Saturday with steamer for Jacksonville and points on St. John's river; also, with Charleston and Savannah Railrond to and from Savannah and all points in Florida.

At Augusta with Georgia and Central rail roads to and from all points West and South at Blackville to and from all points on Barnwell railrond. Through tickets can be purchased to all points South and West by applying to

D. McQUEEN, Agent, Columbia, S. C. John B. Peca, General Manager. D. G. Allen, Gen. Pass. and Ticket Ag't

## The Georgia Pacific

RAILWAY.

New Short Line, via., Atlanta. Ga., and Birmingham, Ala., to Points in Alabama, Mississippi, Louisiana, Arkansas, Texas and the West and Northwest.

The favorite route TO THE WORLD'S FAIR, NEW ORLEANS, LA.

COMMENCING December 1st, 1884. Double Daily Trains, with elegant low rate of \$1 for each section is lines to the first man that comes along." charged-the lowest sleeping car rates in the United States. Berths secured ten days in advance.

## ATLANTA, VIA THE

GEORGIA PACIFIC RALLWAY AND BIRMINGHAM, ALA.

For further information write to or

L. S. BROWN, Gen. Pass. Agent, BIRMINGHAM, ALA.

A. S. THWEATT, Trav. Pass. Agt., ATLANTA, GA. J. Y. SAGE, Gen. Superintendent,

BIRMINGHAM, ALA. RIGHMOND AND DANVILLE RAILROAD.

Passenger Department.—On and after Aug.
3d, 1884, passenger train service on the A.
and C. Division will be as follows:

ım	Northward. No. 51*	No. 53†
"	Leave Atlanta 440 n m	8 40 a m
**	arrive Gainesville 6 57 pm	10 35 a m
	Lula a 7 25 p m	11 01 a m
**		11 01 a m
"	Rabun Gap june b. 8 12 pm	11 30 a m
	Samuel City of Samuel	12 04 pm
"	Toccoa c S 54 p m Seneca City d 9 59 p m	1 00 p m
	Central 10 32 p m	1 52 p m
	Liberty 10 53 p m	2 13 p m
"	Easley	2 27 pm
m	Greenville e 11 42 p m	2 47 p m
***	Spartanburg f 101 a m	3 56 p m
	Gastonia 9 2 20 a m	5 54 p m
m	charlotte A 4 10 a m	6 40 p m
	Southward. No. 50*	No. 52†
	Leave Chariotte 145 a m	1 00 p m
	arriveGastonia 2 30 a m	1 45 p m
	Spartauburg 4 28 s m	3 45 p m
"	Greenville b 43 a m	4 55 p m
	Easley 6 17 a m	5 26 p m
m-	Liberty 634 a m	5 42 p m
	Central 6 55 a m	6 60 p m
	Seneca city 7 33 a m	7 36 p m
5. P	Toccon 840 a to	7 35 p m
ıt.	Rabun Gap june 9 34 2 m	8 30 p m
-	Lula	0 60 p m
	Gainesville 10 36 a m	8 59 p m
1)	1	9 25 p m

Atlanta . . . . 1 00 pm 11 30 an \*Express. †Mail.
Freight trains on this road all carry passen .... 1 00 pm 11 30 a m gers; passenger trains run through to Dan-ville and connect with Virginia Midland rail ville and connect with Virginia Midland rail-way to all eastern cities, and at Atlanta with all lines diverging. No. 50 leaves Richmond at 1 pm and No. 51 arrives there at 4 pm; 52 leaves Richmond at 228 am, 53 arrives there

at 141 a m

Buffet Sleeping Cars without change: On trains Nos. 50 and 51, New York and Atlanta, via Washington and Danville, Greensboro and Asheville; on trains Nos. 52 and 53, Richmond and Danville, Washington, Augusta and New Through tickets on sale at Charlotte, Greenville, Seneca, Spartanburg and Gainesville to all points south, southwest, north and cast. A connects with N. E. railroad to and from Athens: b with N. E. to and from Tallulah Falls: c with El. Air Line to and from Elberton and Bowersville; d with Blue Ridge to and from Walhalla; e with C. and G. to and from Greenwood, Newberry, Alston and Columbia; f with A. & S. and S. U. & C. to and from Hendersonville, Alston, &c.; g with Chester and Lenoir to and from Chester, Yorkville and Dallas; h with N. C. division and C., C. & A. to and from Greensboro, Raleigh, &c

EDMUND BERKLEY, Supt. M. Slaughter, Gen. Pass. Agt. A. L. Rives, 2d V. P. and Gen. Man.

## CARPETS.

CARPETS and House Furnishing Goods, the Largest Stock South of Baltimore, Moquet, Brussels, 3-Ply and Ingrain Carpets. Rugs, Mats and Crumb Cloths. Window Shades, Wall Papers, Borders, Lace Curtains, Cornices and 10 33 a m Poles, Cocoa and Canton Mattings, Upholstery, Engravings, Cromos, Picture I Frames. Write for samples and prices. BAILIE & COSKERY,

> A LL the new shapes in Hats and Bonnets, with Ribbons, Birds, Flowers, Satins and Velvets to match. R. M. HADDON & CO.

Augusta, Ga.

Examine our Stock before buying your wedding and Christmas presents elsewhere. Speed & Lowry.

Subscribe for the Messenger.

#### WHAT WAS IT?

THE SKELETON OF THE ANIMAL FOUND AFTER MANY YEARS, BY RAILROAD HANDS.

The Terrible Arm.

The building of a railroad through the Black mountains, in Arkansas, explained a mystery which for years was regarded m beyond the power of earthly agencies to solve.

Years ago when all traveling was done by stage coach or private conveyance, the road which crossed Black mountains was regarded as the best in the State. At one place the road wound around through a narrow pass, on each side of which, rising perpendicularly for hundreds of feet, was so narrow that it required quite an experienced driver to go through without striking the walis. This place was nearly so dark and gloomy that the traveling public dreaded it, although no depredation had ever been committed there, and very many attempts had been made to cut a road by another route, but all the attempts failed, and Rock pass still continued to be the gap through which the stage was compelled to travel.

One night, as the stage, loaded with passengers, had gained the dreariest part of the pass the horses stopped and the driver was heard to exclaim, "Great God!"

"What's the matter?' demanded the superintendent of the road, who hapened to be in the coach.

"Just come here !" the driver said. "I ain't no coward, an' have fit many a man in my life, but if this thing don't skeer Sleeping Cars attached, for which the me then I am willin' to throw down the

The superintendent got out and in a whispered, "That's it." few moments he was heard to say, "If I had room here I'd run twenty miles rescent hand gleamed with a pale light. suppose it wants ?"

"Money !" came in a voice like a stifled shrick.

Every one left the coach and edged along the walls to get a view of the terrible something in front. From the middle of the road arose an enormous arm, with the sleeve turned up. At the end of the arm, in the most natural way possible, pale, and with a subdued glow. the fingers of the hand closed in a kind of circle, and from the hand came the shriek. Every one was frightened, and the driver who was regarded as the boldest man in the country, sat and shook the lines, so great was his fright.

"I want money," again shricked the

"Let us investigate this thing," said ture, we won't have anything to tell on- of the adventurers and remarked, "Wish ly that we became frightened and gave I hadn't come." up our money to something, we knew not what."

horses were so badly frightened that his courage, allowed it to slip away from him while he leaned on one of the coach wheels for support. The two men ap- hobbled back to the stage and implored proached the hand, which lowered itself his friends to give up their valuables. to receive them. In the intelligent pas- The hand stretched itself on the ground senger's own words, we will give his ex- and Bruxton, after being assured that perience: "The closer I drew to the he would not be harmed, deposited the appalling thing the more confirmed became my impression that it was super- appeared. When the stage reached the natural. Suddenly the hand reached next town the villagers were down and seized me and gave me a shake thrown into a high state of exthat I can never forget. Its grasp was citement. The adventurers would not cold and sent a chill through me. As return by the Rock Pass Route, but soon as released I retreated as fast as my walked over the mountain. When they trembling legs could carry me. The driver was more unfortunate. He at- David Caldron, the blacksmith, and tempted to grasp the hand, but was apologized to him. seized and hurled against the wall with a force that stunned him. Regaining his feet with much difficulty, he stagger-

ed away moaning as though every bone in his body had been broken."

Just at this stage of the unholy perand shouted:

"I want money. The tortured men in hades demand money, and I am their agent. Give me all your money and you may pass. Refuse and I will batter your stage coach to pieces against the walls." "How can we give you our money when you shake us and sling us around

and deposit your money on my palm and will not molest you." "Come, gentlemen," said the intelli-

so ?" asked the intelligent passenger.

this is the only way we can ever es-

cape." Every one yielded and the intelligent Great excitement was created when explained."-Arkansas Traveller.

the story was told in Little Rock, but many matter-of-fact people were dispos ed to scoff at the passengers for their silly fears. David Caldron, a wellknown blacksmith, ridiculed the passengers so mercilessly that there came very near being blood shed. Quite a number of the boldest men in town agreed to go back with the stage and investigate the mystery.

"Here's a chance for you, Dave," said Captain Lomal, addressing the black-

"I can't leave home," Caldron replied. I am not afraid, for I don't believe thar's anything the matter out thar, but I've got too much work to do at home, and, 'sides all that, I ain't got the money to spar for ther trip."

"The trip shall not cost you anything,"

the captain declared. "I don't believe I want to go."

"You are afraid," said the captain. You snort around and laugh at others, but when the time for showing your mettle comes you back out like the coward you are. You needn't get mad, for you know you are a coward."

The blacksmith, whose courage had never before been disputed, bit his lips and walked away.

Captain Lomal rode on the seat with the driver. "Tell me," the captain said, 'when we get nearly to the place."

"We are nearly there said the driver, after a few moments."

The Captain examined his pistols 'For God's sake," exclaimed the driver, "don't shoot. I tell you the thing, whatever it is, ain't to be fooled with." "Leave that to me," the Captain replied. "Hello, what's this?"

The horses stopped and the driver

The arm arose. The white, phosphowithout stopping. Never saw the like The Captain, despite the whispered proin my life. What the deuce do you testations of the driver leveled a pistol and fired.

The hand laughed.

The passengers got out of the coach and the Captain dismounted. "This is certainly very wonderful," he said. Bruxton what do you think of it?"

"I don't know," replied the person addressed. "Never saw anything like it before, and I hope I never shall again." "What do you want ?" the Captain denanded of the hand.

"Money. Your relations in hades are suffering. Your grandfather is urging you to relieve him. Satan holds his note for fifty dollars and he will burn until it is paid."

"You are a liar," vociferated the Cap-

tain. The hand drew up its fingers and one of the passengers. "After we leave laughed, such a horrible, shrill, shriekng laugh that old Bruxton turned to one

"Don't go near it!" implored the driver. "Come back !" but the Captain "I am with you," exclaimed the driver. pressed forward. When within a few "I never was bluffed yet by any man, feet of the hand the Captain stopped and I'll be blamed if I don't argy with and turned back, but too late, for the Satan an' feel of his weak points afore I hand seized him. It whipped him let him bluff me. Come on, stranger," against the ground tossed him up and and the driver climbed down. The caught him and shook him again. The poor fellow yelled and begged his comthey shook in every joint, and the su- panions to come to his assistance, but perintendent, having lost all control of paralyzed by fear they stood seemingly unable to move.

When the Captain was released he money it its polm. Then the hand disreached Little Rock, the Captain sought

The road was abandoned, for people were actually afraid to go through the pass. Sometimes private vehicles' owned by adventurers, would go through the pass, but never without being stopped by the hand, until a long formance the hand drew up its fingers time afterward resuming their business as public carriers.

David Caldron would never go to the place. Several years after the excitement caused by the hand he disappeared suddenly and every one supposed he

had been murdered. Seversl days ago while railroad workmen were cutting through Rock Pass, they suddenly broke into a cavity. Near "I will lie on the ground. Approach the center of the place they found a skeleton under a large rock that had fallen from above. Further research discovered a great arm ingeniously made gent passenger, "give me your money of steel and iron, and here broken off and I will surrender it. I am sure that by the fall of the rock, was an enormous hand of steel. The fingers were passenger deposited the money in the ed a machine, to which one end of the hand as it lay on the ground. Closing arm was attached. The whole arrange- ry of Mr. Jefferson. its fingers around the money, the hand ment was a mechanism. By a closer

FIGHTING THEIR BATTLES OVER.

Jeff Davis and General Sherman at Loggerheads-Blood in the Eye of Tecumseh-The Ex-President Charges Falsehood and Slander. St. Louis, Mo., November 24, 1884 .-

At the opening of the new hall of the Frank P. Blair Post, G. A. R., a few weeks ago, General Sherman addressed gathering of old soldiers, and in the course of his remarks took occasion to pay his respects to Jefferson Davis, He anticipated the leading question by which he did in such a vigorous way that Mr. Davis has repelled the charges made in language equally forcible. General Sherman referred to the late war and said that secession was merely a conspiracy and that Jeff Davis was conspirator whose aim was to use the Confederacy as a fulcrum with which he could operate against the other sections of the country looking to a practical dictatorship.

"I have been behind the curtain," said General Sherman, "and I have seen letters that few others have seen and heard conversations that cannot be repeated. I have seen a letter from Jefferson Davis to a man whose name I cannot mention, because he is a United pers. They are not the arbiters of this States Senator. I know Davis' writing, and saw his signature, and in that letter he said he would turn Lee's army against any State that might attempt to secede from the Southern Confederacy. REPLY OF MR. DAVIS.

This morning the Republican printed the following letter from Mr. Davis in reply:

Beauvoir, Miss., November 6, 1884.

Editor St. Louis Republican: DEAR SIR-I have to-night received the enclosed published account of remarks made by General W. T. Sherman and ask the use of your columns to notice only so much as particularly refers to myself and which is to be found in

Frank P. Blair Post, G. A. R., opened truth in the mode presented by law. At of which it has co-operated in your electheir new hall, corner of Seventeenth and Glive streets, last evening. General Sherman addressed the assemblage. He had read letters which he believed had never been published and which action as will aid in the prompt and lawvery few people had seen. These let- ful ascertainment of the truth. This is ters showed the rebellion to be more than a mere secession-It was a conspiracy most dire. Letters which had passed between Jeff Davis and a man whose name it would not do to mention, as he is now a member of the United States Senate, had been seen by the speaker and showed Davis' position. He was not a secessionist. His object in starting the rebellion was not merely for the use it as a fulcrum from which to fire out his shot at the other sections of the country and compel the people to do as he would have them. Jeff Davis would have turned his hand against any State that would secede from the South after the South had seceded from the North. Had the Rebellion succeeded, General Sherman said, the people of the North would have all been slaves.

ANOTHER REPORT.

The following is from the Globe Democrat's report :

Referring to the late war, he said was not, as was generally understood a war of secession from the United States but a conspiracy. "I have been behind the curtains," said he, "and I have seen letters that few others have seen, and have heard conversations that cannot be repeated, and I tell you that Jeff Davis never was a secessionist. He was a conspirator. He did not care for division from the United States. His object was to get a fulcrum from which to operate against the Northern States, and if he had succeeded he would to-day b the master-spirit of the continent and you would be his slaves. I have seen letter from Jeff Davis to a man whose name I cannot mention, occause he is a United States Senator. I know Davis writing and saw his signature, and in that letter he said he would turn Lee's army against any State that might attempt to secede from the Southern Con

### UNQUALIFIEDLY FALSE.

This public assault under the covert plea that it is based upon information which regard for a United States Senator does not permit him to present will. to honorable minds, suggest the idea of irresponsible slanders. It is thus devolved upon me to say that the allegation that my ever having written such a letter as is described is unqualifiedly false, and the assertion that I had any purpose to wish to destroy the liberty and equal rights of any State, either jointed, and the thumb was hollow like fore, as well as during the war between a speaking tube. Another turn disclos- the States, I was an earnest advocate of hoisted at the head of his columns a

What motive other than personal mawritten by me which will sustain his cratic success.

accusations, let him produce them or wear the brand of a base slanderer.

Yours respectfully, JEFFRESON DAVIS.

BLOOD IN THE EYE OF TECUMSEH. Of course this letter called for a reoinder from General Sherman, and the General's residence on Garrison avenue was visited to-day by newspaper representatives, all of whom he received in a courteous but not in a friendly manner. remarking:

"I have read the letter of Jefferson Davis in this mornin's paper, and I have nothing to say to the newspapers."

He laid down his pen, and, turning in his chair, said, with that firm tone which showed that the subject had stirred up his ire:

"This is an affair between two gentlemen. I will take my time about it and write to Mr. Davis myself. We will settle the mrtter between us."

"Have the papers misrepresented you in your remarks before the Frank Blair mits itself to principles which they can-Post, G. A. R.. ?" Was asked.

"I say nothing about that. My reply to Mr. Davis will not be through the paquestion nor the go-between for any dispute. I have no more toa sy."

## THE CONKLING CORRESPOND-ENCE.

Why and how the Democratic Committee Employed the Ex-Senator.

NEW YORK, November 25 .- The following is the correspondence that took place when Conkling's service as counsel were secured by the Democratic Committee :

NEW YORK, November 8, 1884 .-- My Dear Sir : There seems to be reason to apprehend a design to involve in litigation and uncertainty the Presidential election in this State, and perhaps elsewhere. The Democratic Committee the following extracts. The following have no doubt of the result of the elecis taken from the St. Louis Republican: tion, and wish to establish the exact the same time their wish is strong to tion." spare the country a period of agitation and excitement. We ask you, as counsel, to give such advice and suggest such all we mean ourselves, and all we shall pendents and Blaine Republicans. expect of you.

> Yours truly, W. E. SMITH, Chairman Executive Committee. To the Hon. Roscoe Conkling, No. 2

Wall street, New York city. New York, November 10 .- My Dear Sir: Your letter of the day before yesterday has been carefully considered. I the country than a successful attempt to confuse and ensnarl the result of the late Presidential election. The modes of law quietly and honestly observed will quickly reveal and establish the actual truth. To assist in securing this is a clear duty resting on every citizen, regardless of his party attachments. I am at the service of your committee for all in my power in this behalf, and for all I can do to prevent and oppose any effort to dispute, by technicalities, the verdict which has been rendered, or to hinder or

delay its acceptance. Your obedient servant.

ROSCOE CONKLING. To Wm. E. Smith, Esq., Chairman Ex ecutive Committee.

## OUR BIRD OF VICTORY.

The Rooster as a Democratic Em "Why, when and where was the roos ter adopted as the emblem of Democ-

racy ?" The question has been asked a thou sand times in the last three weeks. It has been suggested, no doubt, by the great popularity of the bird since the 4th day of November. The question has been answered before, but for the benefit of those who do not understand the

situation it can be answered again. In 1840, after the Harrison campaign, there was great doubt as to how Indiana had cast her vote. The situation was similar to that in New York this month in every respect. An editor named crowded by Mr. Cobb and other Demo-Chapman conducted the Democratic crats. Another attempt will be made to newspaper at Indianapolis, and, as is of secure Legislation looking to a reduction ten the case in boasting over a victory, of the surplus in the Treasury. There his editorial rejoicing over the result are three election cases pending; also, was termed "crowing." In a day or two, one dead Congressman to mourn by when some of the back counties were heard from, it seemed his crowing had with the public building bills, have the been premature, and the Whig organ right of way, not to interfere with apcame out giving late returns showing propriation bills .- Philadelphia Times. Democratic defeat, and in the head-line was the expression :

### "Crow, Chapman, Crow."

This was intended as a taunt, and must North or South, is a reckless and shame- have been felt, for a few more counties less falsehood, especially because it was yet to hear from again turned the tables, generally known that for many years be- and showed that the Democrats had won. It was then that the rival editor the strict construction State rights theo- magnificent rooster and printed under it the words, "We crow."

It made a palpable hit. The passion disappeared. The driver mounted the search papers were found in an old pock- lignity can be conceived for so gross a for roosters spread, and from that day to box, the passengers resumed their places etbook bearing the name, "David Cal- libel? If General Sherman had Iccess this the bird immortalized by the hoosier and the stage proceeded on its journey. dron." Thus the old time mystery was to any letters purporting to have been editor has been the emblem of Demo-

#### CLEVELAND'S POLICY.

An Address from the "Independ ents" to the President-Elect.

MILWAUKER, November 19.-It is carned here to night that the Independent National Committee have prepared and will presently issue an address to President-elect Cleveland. The address has been approved by Carl Schurz and other leaders and the Independent State Committees.

It congratulates the country on Cleveand's election, believing that in his hands overy interest is safe. It says :

"The Republicans and Independents who co-operated in your election, voted for you on the single and pre-eminent issue of official integrity and administrative reform, because they believe your election necessary to purify the Government. They will uphold your administration so far and so long as it is based upon those principles which should un-derlie all political parties in a Govern-ment of, by and for the people. And believing that an honest and fearless opposition is as necessary to free Government as an able and vigorous administration itself, they will not hesitate to oppose your administration when it com-

not uphold. "The Republicans and Independents who have supported you rely with confidence upon you to maintain above all the principles of administrative reform in the Civil Service. They look to you to maintain against all party pressure the principle that a public servant, like an employee in a private business, shall be free from the political terrorism to which he has been subject, and shall hold his place, whatever his party affiliations, providing he has earned his pay by do-ing his work well and has refrained from

asing for party the time and skill for which the public pays.

"They look to you to select from among those who agree with your principles and aims, the advisers and agents by whose aid your State policy must be determined, and through whose co-op-

eration it must be carried out. "We heartily agree on our part with these views, and we remind you that if any of our number should claim your favor by reason of his connection with this movement, and seek office at your hands, he by that act ceases to represent the principle upon which the Independent movement was founded, and because

The address is a strong, cogent argument in behalf of administrative reform, and les ves the President's hands entirely free in the choice of Cabinet officers and advisers. It is calculated to further widen the breach between the Inde-

### The Work of Congress.

Congress meets on December 1st. There is a strong probability that it will do very little of importance the coming session beyond passing the necessary appropriation bills. It will be practically a two month's session. Congress does so little work in December in ordiam in full accord with the purpose you nary times that it is hardly worth while secession of the South, but to have this declare. Nothing could be more plainly to call that month a part of the session This time there will be a large exodus for New Orleans about the 15th, special trains having been provided and a free ride guaranteed to the opening ceremonies of the World's Fair. Those who remain at their posts may whack away at the calendars, which are leaded to the

muzzle with bills.

The calendars have just been printed. They consist altogether of nearly one hundred pages. There are about thirteen hundred bills now before the House in various stages of incompleteness. If Congress met to-morrow and introduced no new business it could not act on half of these measures. They are divided as follows: In Committee of the Whole, 175; on the House Calendar, 155; Private Calendar, 120; Senate Bills on second or third reading, 180, and about forty others reported from the calendars and undisposed of, special orders, privileged reports and business on the Speaker's table. With this fermidable array to start on, it will be readily seen that new measures yet to be introduced will stand a very poor show of a fair consideration. The bills that are pending before the various Committees of the House are half as many thousands as these are hundreds.

There are two measures of the three upon the Speaker's table which are party measures, and will provoke debate. These are the Mexican war pension bill and the bill to forfeit certain land grants. These land grant measures will be eulogy. The Mexican war and land grant measures are special orders, and,

#### Mahone's Legs. Billy Mahone is an irritable man, and

has the thinnest legs in the world outside of an anatomical museum. One cold, blustery morning in December, 1864, his tent was pitched on a bleak Virginia hillside. He was indulging in a morning nap when Uncle Davie, his negro body servant, tiptoed in, stumbled over something, knocked over the General's cot and spilled him on the ground. Springing to his feet the irate General grabbed a sword and gave chase to the flying Davic. The darkey jumped a fence, and feeling safe, turned to the General, whose shirt was flapping in the breeze, and yelled : Massa William, ye i ain't trustin' you'self in dis wind on de : legs, is you ?"-Capital.